

## **WEST GUNNISON NEIGHBORHOOD PLAN**

### **PHASE 2 – ALTERNATIVE DEVELOPMENT SCENARIOS**

**PUBLIC WORKSHOP – FEBRUARY 5<sup>TH</sup>, 2007**

Throughout the development of the West Gunnison Neighborhood Plan, the City and Consultant Team has asked the public and stakeholders to actively participate in the process, and it has come time again for your comments and suggestions. The project has reached an important milestone with the design of three development scenarios for West Gunnison. Following comment and suggestions from the Stakeholders meeting, the development scenarios will be presented on February 5<sup>th</sup>, 2007 to the general public for review and comment.

The City and Consultant Team are ever mindful of the rights of land owners within West Gunnison and wish to continue our cooperative effort with the goal of providing a neighborhood plan that benefits all in the community.

At the conclusion of Phase 1, a set of goals was outlined to guide the development of the scenarios. These goals address issues including access, safety, diverse housing, drainage, community amenities, and financial viability. A joint policy and stakeholder committee workshop was also held to gain site specific input on the design of the neighborhood. Many of these ideas have been incorporated into the development scenarios.

In order to help navigate the three development scenarios, a brief description and analysis has been provided:

#### **Concept A:**

- The central feature of this concept is the tear drop park that would incorporate community amenities and necessary drainage improvements along with providing direct access to the Gunnison River.
- A river front greenbelt was established for access to the Gunnison River and to function in flood control and stormwater management for future development.
- Existing wetlands and habitat were carefully incorporated into the concept to minimize the impact of development on these valuable resources.
- The intent of the land use designations was to provide key commercial frontage at major intersections and along Highway 50 and transition those uses into residential areas with incorporation of mixed use areas that effectively blend residential uses with small scale neighborhood commercial. This design allows mixed frontage on Highway 50 which adds interest to the neighborhood and migrates away from the strip zoning that currently exists.
- The street alignment was designed in a modified grid to disperse traffic and respond to existing drainage patterns. The intersections of Bidwell Street and New York Avenue at Highway 50 have been realigned to provide perpendicular crossings that create a safe environment for traffic and pedestrians. These alignments are in accordance with recommended models from the Colorado Department of Transportation (CDOT).
- A future transit corridor was incorporated which will allow for direct public transportation access to the river and entire West Gunnison Neighborhood.

**Concept B:**

- The focus of Concept B was to create a neighborhood center with the focal point being a community green space. This amenity could host concerts, markets, etc. that promote cultural interaction while also creating traffic for surrounding retail uses. A mix of commercial, office, and residential uses would be encouraged in order to provide consistent traffic and activity in the neighborhood.
- The neighborhood center would transition into residential uses that would be connected by greenbelt and trail connections. These connections would effectively move pedestrians from the parks and recreation areas along the river through the neighborhood to commercial and transit services along Highway 50.
- The traffic pattern in the northeast area of the site is designed around a proposed park and ride area that would serve the existing and future transit service for Gunnison and the surrounding area. In conjunction with the park and ride, Tomichi Avenue would be realigned to flow traffic through the area to the existing lighted intersection at New York Avenue. Tomichi Avenue between 8<sup>th</sup> and 10<sup>th</sup> Streets would be closed and converted into a park space that would provide a safe pedestrian connection between the West Gunnison Neighborhood and Downtown Gunnison. This park space would also provide a positive terminal view looking west down Highway 50 as travelers enter Gunnison.
- The existing alignments of Bidwell Street and New York Avenue would remain in their current configuration and a right-in, right-out intersection would be added to service the neighborhood center while maintaining a safe pedestrian environment in the area.
- Similar to Concept A, a river front greenbelt was established for access to the Gunnison River and to function in flood control and stormwater management for future development.
- Significant wetland and drainage corridors were maintained.

**Concept C:**

- This concept was designed with the idea of minimal intervention in the West Gunnison Neighborhood. All existing right-of-ways were utilized with the addition of key connections to provide necessary access. The land use designations follow closely with existing zoning and all intersections along Highway 50 would be kept in their current configuration.
- Parks and Open space were designed at a minimum with the concept of providing small pocket parks at intervals that could be reached in a 5 minute walk from anywhere in the West Gunnison Neighborhood.
- The design utilized existing right-of-ways, and thus was not able to avoid existing wetland and drainage corridors. Stormwater runoff would be handled in the streets. The riverfront greenbelt would be required for detention to slow developed flows as they move towards the Gunnison River, unless on site detention was designed for each individual parcel.
- Where possible, commercial uses were buffered from residential uses with parks and greenbelt connections.

**Analysis:**

- A reoccurring theme in all of the development scenarios and input from the workshop was the desire for a riverfront park or greenbelt. This amenity would provide needed public access to the river, while being utilized for flood control and stormwater drainage. In preliminary analysis of grading it would be necessary to provide flood control on most of the west half of the site for future

development and that developed flows would require significant areas for stormwater management (Concept C would require additional area along the river for stormwater management). The river front park or greenbelt could also serve as an outdoor classroom and model for sustainable stormwater management.

- All concepts utilize the existing grid pattern established in Gunnison. Concept A and B provide pedestrian connections throughout the community and integrate public transportation.
- Analysis of the Bidwell and New York Avenue intersections along Highway 50 suggests realignment, similar to Concept A, would create an optimal situation for public safety, but further feasibility analysis of these realignments is needed.
- There was consistent input in the joint policy and stakeholder committee workshop for integration of a park space or neighborhood green along the Highway 50 corridor as shown in Concept B. A desire for mixed use zoning was also prevalent and has been incorporated into Concept A and B.
- All of the concepts provide for adequate corridors and connections for future infrastructure. Concepts A and B allow for easier routing of main lines and looping of utilities which creates efficiency and reduces cost.
- All of the concepts promote social interaction through the integration of parks and open space and provision of pedestrian connections to commercial amenities and public transportation.

The City and Consultant Team look forward to your suggestions and continued participation.

Thank you for your time, it is greatly appreciated!